

# HISTORICAL SOUVENIR RECORD

**50th anniversary —  
first Tasman flight Sept 11th 1928  
from Richmond, Sydney  
to Wigram, Christchurch.**

*Sir Charles Kingsford Smith Air Pageant,  
Wigram Airbase, Sept 9th and 10th 1978.*





## Air New Zealand salutes Sir Charles Kingsford Smith's pioneer flight across the Tasman

Air New Zealand is proud to be associated with the 50th commemoration of Sir Charles Kingsford Smith's 1928 trans-Tasman flight.

To celebrate this anniversary, Air New Zealand has flown Kingsford Smith's navigator, Mr H. A. Litchfield, from Sydney to Christchurch to take part in the air pageant. Messrs Litchfield, Kingsford Smith, Ulm and McWilliam first flew from Richmond, Sydney, to Wigram, Christchurch, in a Fokker monoplane on September 11, 1928. Their journey took approximately 14 hours.

Today, fifty years later, Air New Zealand flies regular services from Christchurch to Sydney, Brisbane and Melbourne in less than three hours!

Each day our flights provide valuable links between New Zealand and Australia. And in so doing, serve as a continual memorial to the first Kingsford Smith air link way back in 1928.

 **air NEW ZEALAND**



On September 11, 1928, shortly after 9.00 am, Sir Charles Kingsford Smith and Messrs. Ulm, Litchfield and McWilliam, landed at this very place after a gruelling 14-hour direct flight from Richmond in Sydney in a Fokker VIIb Monoplane, VH-USU, the "Southern Cross".

This pioneering trans-Tasman flight captured the attention, romance and enthusiasm of New Zealanders from one end of the country to the other, and subsequent flights by "Smithy" and his crew throughout New Zealand helped to bring aviation into view and within the reach of everyone here.

Today, 50 years later, here at the RNZAF Wigram Airbase, we respect, honour and salute those early pioneers with this commemorative air pageant.

Air New Zealand is recognizing the event on Saturday 9 September with a commemorative Sydney to Christchurch DC10 flight (TE802) and will be carrying, as their guest, the only-surviving and original "Southern Cross" crew member, Mr H. A. Litchfield.

Let us all welcome Mr Litchfield the navigator, here again; and let us do it with the same attention, romance and enthusiasm as he received, 50 years ago, when he landed with his pilot, co-pilot and radio operator in the "Southern Cross" and linked Australia and New Zealand by air.

D.A. Patterson  
Director Air New Zealand,  
Chairman, New Zealand Aeronautical Trusts.

## AVIATION HISTORY MADE

*Sir Charles Kingsford Smith's  
First Crossing of the Tasman*



At 9.22 a.m. on Tuesday 11th September, 1928, a huge crowd at Wigram Aerodrome witnessed the landing of Sir Charles Kingsford-Smith in the Fokker monoplane "Southern Cross". The epic flight of 1,660 miles across a stormy Tasman Sea from Richmond Aerodrome, Sydney, to Wigram had taken 14 hours 25 minutes. The crew on board the "Southern Cross" for this remarkable journey were Squadron Leader C.E. Kingsford-Smith M.C. A.F.C., Flight-Lieutenant C.T.P. Ulm A.F.C., Mr H.A. Litchfield, navigator, and Mr T.H. McWilliam, radio operator, who was the only New Zealander among the crew.

The "Southern Cross" was unable to be contacted due to a failure in the



aircraft's radio equipment but fears for the crews safety were soon dispelled when the huge aircraft flew over Wellington at 7.15 a.m. It was then realised that the Tasman Sea had been conquered by air. Christchurch was alerted by radio and extra trams and trains together with nearly 5,000 cars headed for the airfield. Within a short time a crowd of some 30,000 excited people waited at Wigram for what was to be a very historic occasion.

Four Bristol Fighters of the New Zealand Permanent Air Force took off in formation at 8.45 a.m. and met the "Southern Cross" near Amberley. While the crowd waited Captain Findlay took off in a Gloster Grebe and gave a splendid exhibition of aerobatics

including the "half roll" and "looping the loop".

The Air Force aircraft and the "Southern Cross" appeared from the north-east on this perfectly clear morning and the crowd realised the historic flight would soon be over. As the three-engined monoplane flew over the sea of waving arms, hats were thrown in the air and the cheering of the crowd was deafening.

The aircraft made a perfect landing and slowly taxied towards the crowd. The atmosphere of the occasion became evident when barriers were broken down as people surged forward to greet the daring aviators. A few people even managed to shake hands with the crew in the plane while it was still taxiing.



Some of the 30,000 people at Wigram to welcome the Southern Cross.

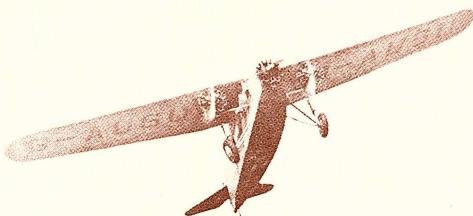
When the engines were shut down the crowd pressed forward and men on horseback had to clear a space around the aircraft to allow the crew to disembark.

The airmen were welcomed by Captain J.L. Findlay with Sir R. Heaton Rhodes making the first official speech, while the Mayor Rev. J.K. Archer was unable to get through the crowd to welcome the airmen.

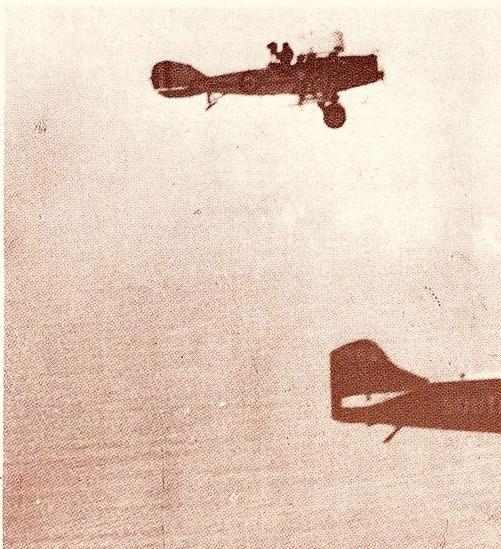
Kingsford Smith looked tired and strained after the long flight and when McWilliam was greeted he replied "Sorry I can't hear you, I'm deaf as a post because of the engines".

People followed the crew as they were carried shoulder high above a pressing mass, and long after the crew had departed people still milled round the aircraft gazing in wonder at this huge machine. (The aircraft, a Fokker VIIb-3M trimotor with its 71 ft. wing span dwarfed all other aircraft flying in New Zealand at the time. Military flying at Wigram by the N.Z.P.A.F. in World War I aircraft was the only significant aviation activity.)

The Government recognised the achievement by making a grant of £2,000 to Kingsford Smith. The Rt. Hon. J.G. Coates telegraphed — "On behalf of the Government and citizens of the Dominion I extend to you and your companions our heartiest congratulations on your great achievement".

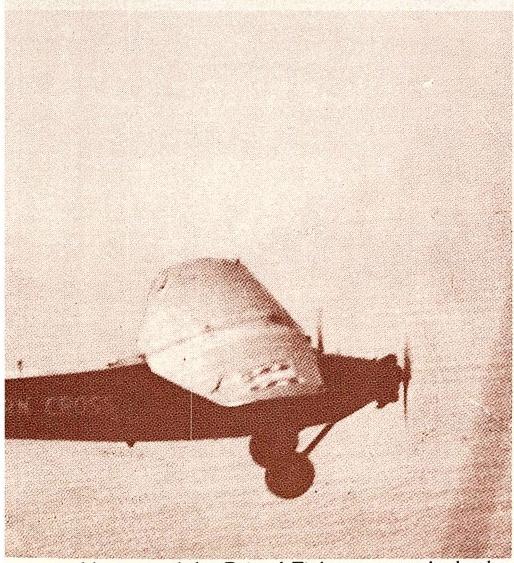


"Smithy" about to take his first step on New Zealand soil being helped down by Captain J. L. Findlay.

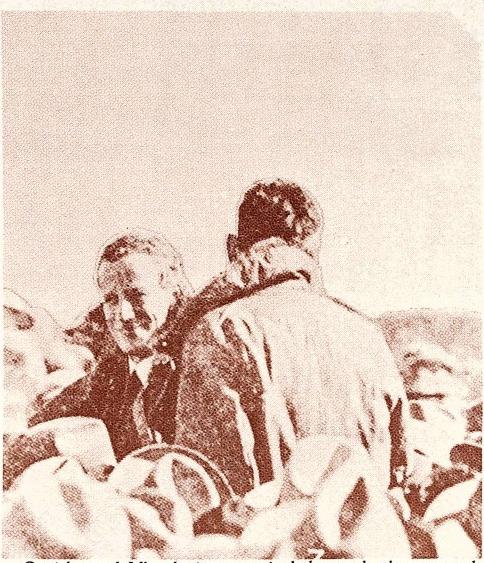


The Southern Cross being





escorted by one of the Bristol Fighters near Amberley.



Smith and Ulm being carried through the crowd.



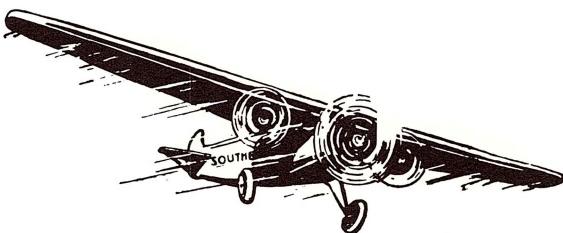
The Southern Cross circling Wigram before landing.

Atlantic. Pioneering good service since 1928.

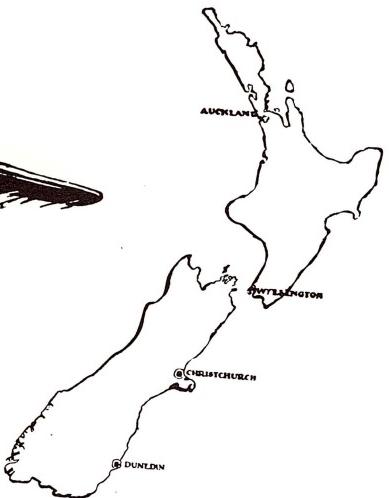
THE PRESS, WEDNESDAY.

JULY 12, 1928.

and now -



New  
Zealand!



The "Southern Cross"  
continues on -

UNION  
MOTOR and SPIRIT  
ATLANTIC  
MOTOR OIL

C. T. P. Ulm says —  
"Our Lives Depended  
on them—they are the  
best of their kind!"

The Union Motor  
Spirit used in the  
"Southern Cross" is  
guaranteed to be the  
same regular stock  
available at all Union  
Pumps.  
It is not special  
Aviation Spirit.



Look Out for The Big A Station



## THE FLIGHT OVER

*Some Extracts from the Log  
of Flight Lieutenant  
Charles Ulm*

"On receiving a weather report for very favourable conditions we took off from Richmond Aerodrome at 5.25 p.m. Sydney time. At 5.43 p.m. we passed over the coastline. Air speed 76 knots, altitude 3200 feet, visibility poor. At 5.54 p.m. "Mac" reported the short wave radio set was out of action.

7.55 p.m. — We approach what appeared to be a very severe lightning storm. 10 p.m. Altitude was 8000 feet and it looked as if we could pass over the storm ahead.

At 10.15 p.m. we ran into heavy rain and Smithy was again flying blind. The lightning was so close and so severe that it showed circles of fire covering each of the three propellers. It was particularly bumpy and reminded both Smithy and myself of our hop from Suva to Brisbane. During the next hour we experienced the worst stretch through which we had flown the Southern Cross. At 7000 feet ice formed on the windshield, undercarriage, and wing itself, and blocked the pilot tube of the air speed indicator. Rain was forced into our cockpit, and I do not think either of us had ever been so cold. At 12.20 a.m. we ran into another very severe storm. Our rate-of-climb meter was registering bumps at the rate of 3000 feet a minute.

We climbed to 7000 feet, the ice became thicker, and in very severe bumps we were forced down to 2000 feet. We both feared the electrical disturbances might affect our magnetos and stop the motors. At 12.30 a.m. the stars were peeping out again, but at 12.40 a.m. we were again flying blind in heavy rain and severe bumps. At 1 a.m. we were again up to 8000 feet, our windshield was covered with thick ice and it was bitterly cold in the cockpit. At 1.45 a.m. we were out of the rain, both chilled to the bone. The next hour and a half was very bumpy as we flew through several rain storms. From 3.30 a.m. onwards the weather was fairly clear, and I took over from Smithy at the controls.

At 5.00 a.m. (Sydney time) we saw what appeared to be two mountain caps and at 5.20 a.m. glided through the clouds to a very pretty harbour below us. We located this place as being the northern part of the South Island.

At 5.45 a.m. we were over Cook Strait and decided to call into Wellington. We flew over the city at about 1000 feet and at 5.55 a.m. we turned away across Cook Strait and down to Christchurch. At 7.50 a.m. (9.22 a.m. local time), we landed at Wigram Aerodrome to be greeted by the most enthusiastic crowd we had ever met. The total flying time for the trip was 14 hours, 25 minutes, which averaged about 119 miles an hour. This means we had an average following wind of about 28 miles an hour.

We were sorry to disappoint thousands of radio listeners with the failure of the radio equipment, but McWilliam worked on it for hours. Just when he had it all apart and felt that he could reassemble it we ran into some of the worst bumps we had ever experienced and his loose equipment was scattered over the floor of the navigating and wireless cabin. However, towards the latter end of the flight by dint of very hard and uncomfortable work "Mac" was able to get out a few short messages."



## 50 Years and over 125,000 Aircraft later...

The first twelve times Clyde Cessna tried to fly, he crashed. Undeterred, in 1917, he completed the first aeroplane ever built in Wichita, and in 1927 he founded the Cessna Aircraft Company.

In the past fifty years, Cessna has produced over 125,000 aircraft, and have taken laurels in every field of aviation. Carrying generals to the front lines of battle, businessmen to meetings across vast continents, and families around the world daily, in safety with speed.

Cessna's links with New Zealand reach back over 25 years. In 1939 Rural Aviation Ltd was formed as sole agents for Sydney's Kingsford-Smith Aviation company. The company's first sale was a C.A.6 Wackett Trainer (ZK-AUC) to the New Plymouth Aero Club.

In 1953, Rural Aviation gained the Cessna dealership for New Zealand, and in March 1953 imported its first Cessna — a 170B (ZK-AZC).

In 1963, the Cessna agency was taken over by Rex Aviation, and just ten years later, Dalhoff and King (N.Z.) Ltd., purchased Rex. The new Cessna dealership in New Zealand became known as Dalhoff and King Aviation, on April 1st 1976.

It took an innovator like Sir Charles Kingsford-Smith to get flying off the ground fifty years ago. The next fifty years will see as many, if not more, innovations.

Dalhoff and King Aviation will be there — with Cessna aircraft.



# Dalhoff & King Aviation Ltd.

HEAD OFFICE, P.O. BOX 3040 WELLINGTON. PHONE 721-067,  
BRANCHES AT ARDMORE, DUNEDIN, MASTERTON.

We cannot say enough in praise of Litchfields navigation under particularly adverse conditions for both flying and air navigation. He set a course for a very small point, that is, Cook Strait, and brought us there most accurately. We had sad duties to perform in the dropping of two wreaths in memory of two gallant gentlemen, Moncrieff and Hood, who set out on the flight we have just completed.

### THE 1928 NEW ZEALAND TOUR

At the time of the arrival of Southern Cross it was announced that the aircraft would tour both North and South Islands. This did not eventuate, although Kingsford Smith, Ulm, Litchfield and McWilliams did tour parts of the North Island in N.Z.P.A.F. Bristol Fighters.

The northern tour commenced on 14th September when three Bristol Fighters left Wigram at 2.30 p.m. in formation, landing at the Blenheim Municipal Airfield. The Mayor of

Blenheim and the Chairman of the Marlborough County Council accorded a civic welcome to the flyers, and this activity set the pattern for the rest of the tour.

The three Bristol Fighters flew on to Trentham, Wellington, on 15th September, and the flyers were welcomed by the Prime Minister, the Rt. Hon. J.G. Coates, his Ministers and many others, and they later attended a civic reception in Wellington. They left Trentham at 10 a.m. for Hawera on 18th September and landed on the racecourse. On the 19th the three aircraft arrived at Ihumatao, Auckland. Smithy delayed his landing until he had executed the usual loop and roll. Features of the Auckland visit were the Mayoral welcome, the civic reception, and traffic jams, as the airfield was in rather a remote position in those days. The tourists remained at Auckland until 23rd September.



Smith and Ulm meeting dignitaries at Trentham Race Course, near Wellington.



Continuing to serve the  
New Zealand Aviation Industry.

## Bowring Burgess

C.T. Bowring and Burgess Holdings Ltd.

Aviation Division  
West Plaza, Auckland, New Zealand  
P.O. Box 3935 : Telephone 796-640  
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Branches throughout New Zealand, Fiji  
and Western Samoa.

The return flight took them over much of the same route as the outward flight, except that a landing was made at Wanganui instead of at Hawera. An overnight stop took place at Blenheim.

Charles Ulm, in summarising his thoughts on the flight shortly afterwards, said: "The main impression I got was the wonderful enthusiasm of everybody. It exceeded anything we had ever thought of. It was most remarkable in every way."

The proposed southern tour by the four crew members in the three Bristol Fighters had to be cancelled because of prevailing bad weather in the south of the South Island.

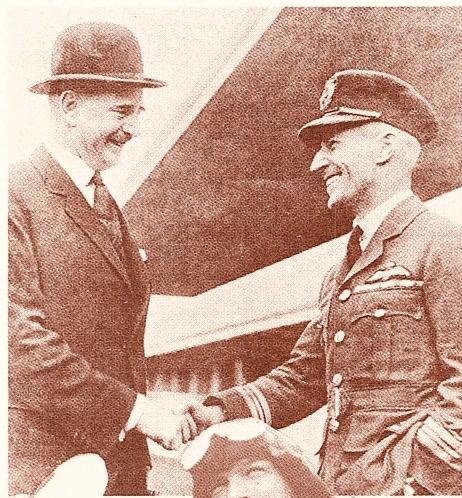
On 28th September a granite slab was laid in the centre of the landing field at Wigram marking the exact spot where the Southern Cross first made contact with New Zealand soil. The ceremony of laying the stone was performed by Sir Henry Wigram, founder of the aerodrome.

While in Blenheim Smithy chose a site for the take-off point of the Southern Cross for its return flight across the Tasman. The place he chose was Fairhall's Farm, now known as Woodbourne Aerodrome. The Marlborough Aero Club was then responsible for erecting a hangar,

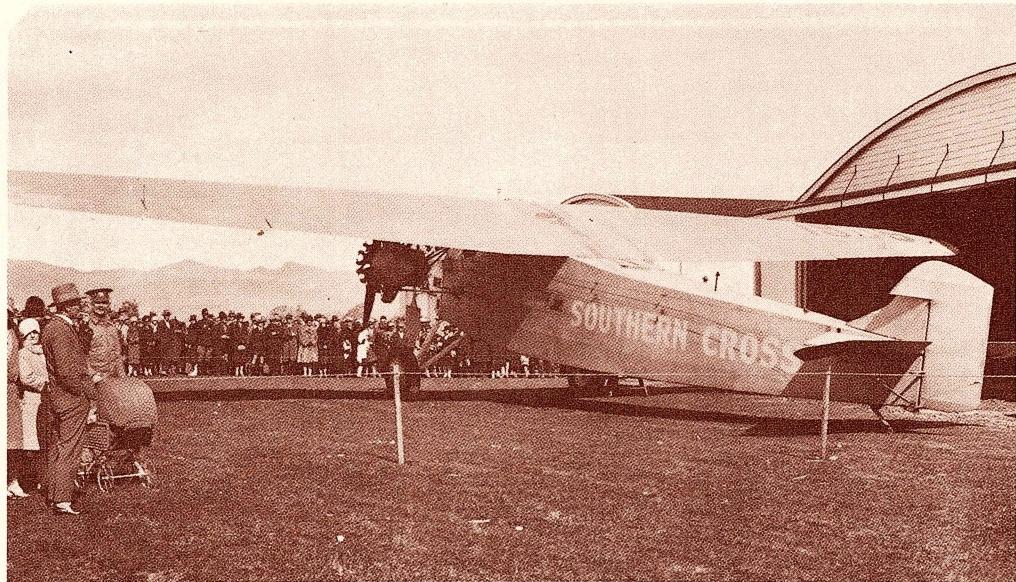
measuring 82 feet x 50 feet, made from scaffolding poles and timber, and covered with tarpaulins.

The Southern Cross left Wigram for Blenheim at 2.30 p.m. on 28th of September, and over 20,000 people were at the airfield to see the aircraft départ. Smithy flew over the crowd shortly after take off, before circling Christchurch and flying north. At Blenheim preparations were made to have the Southern Cross readied for a takeoff just as soon as a favourable weather report could be obtained. A 65 miles per hour gale blew on 4th October. By 12th October they were all set to return to Australia.

*The Prime Minister, Rt. Hon. J.G. Coates Congratulates Kingsford Smith on his flight.*



"Smithy" and Ulm in one of the Bristol Fighters in which they toured the country in 1928.



The Southern Cross on display at Wigram, 1928.

It was calculated that the take-off weight of the Southern Cross from Woodbourne would be 12,846 lb. The Southern Cross weighed 6,000 lb empty and to this was added 750 gallons of petrol weighing 5,700 lb, 24 gallons of oil at 216 lb, crew 640 lb, rations 40 lb, smoke bombs 150 lb and a mail weight of around 100lb.

Saturday morning 13th October dawned clear and bright and the Southern Cross after a fairly long take-off in the light of a searchlight flew out to sea over Cloudy Bay to return to Australia.

## THE RETURN FLIGHT TO AUSTRALIA

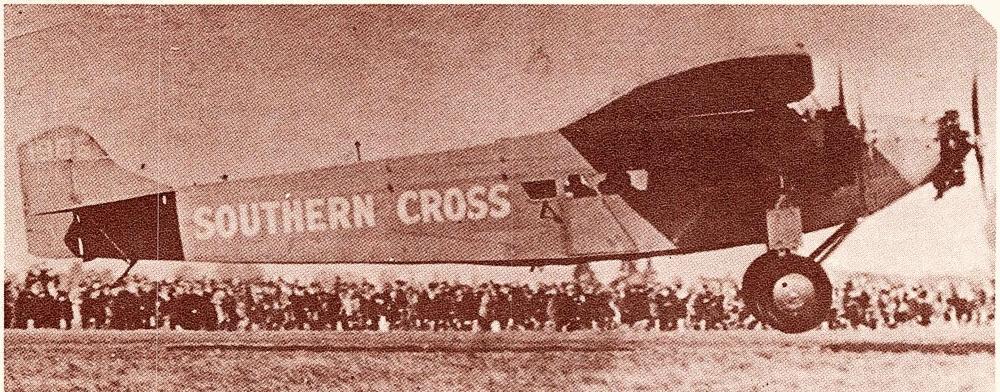
A slow return crossing with strong headwinds was anticipated when the "Southern Cross" took off from Woodbourne at 4.55 a.m. on the 13th October 1928. For the first 4 hours the ground speed averaged only 55 knots as stormy weather was encountered so Smithy maintained low altitude to avoid the stronger winds further aloft.

After 8 hours it was apparent that the gale had abated little. After 12 hours of flying, ground speed was still only 62 knots and the aircraft kept battling with the strong north westerly winds.

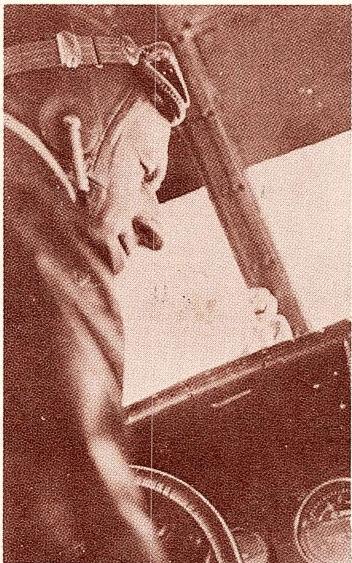
Visibility improved and the wind decreased slightly after 16 hours airborne with the position still 300 nautical miles from Sydney. In contrast to the first crossing the radio worked perfectly and gave many valuable weather reports.

After 20 hours, landfall was made but fog over Sydney made a landing uncertain. After one attempt the Southern Cross headed back for Newcastle but low cloud was constantly encountered.

The petrol supply by this stage was dangerously low and on the second attempt a successful landing was made at Richmond, Sydney, at 3.53 a.m. This flight of 22 hours 58 minutes was the longest flight of any trans-Tasman crossing due to the constant gale force winds prevailing at this time of the year.



The Southern Cross touches down at Wigram, 1928.

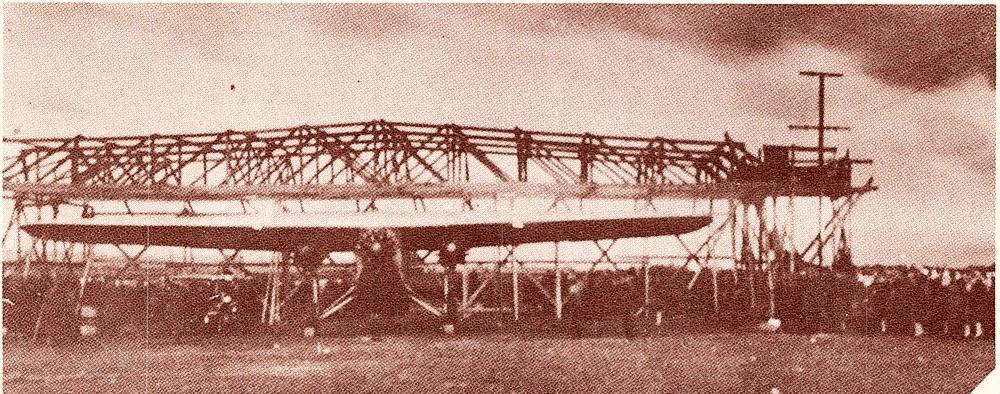


A rare photo of "Smithy"  
at the controls of  
the Southern Cross.



Ulm, from the cockpit of  
the Southern Cross. Note the  
open sides of the cockpit.

The Southern Cross  
at Woodburn,  
Blenheim, 1928.  
The structure  
behind is the hanger,  
specially built to store  
it during the N.Z. tour.



# We took off 50 years ago, too.

It was actually the 19th April 1928 that a Mr J. S. Chapman called a meeting which resulted in 15 small grocery businesses combining under the name of United Stores Limited.

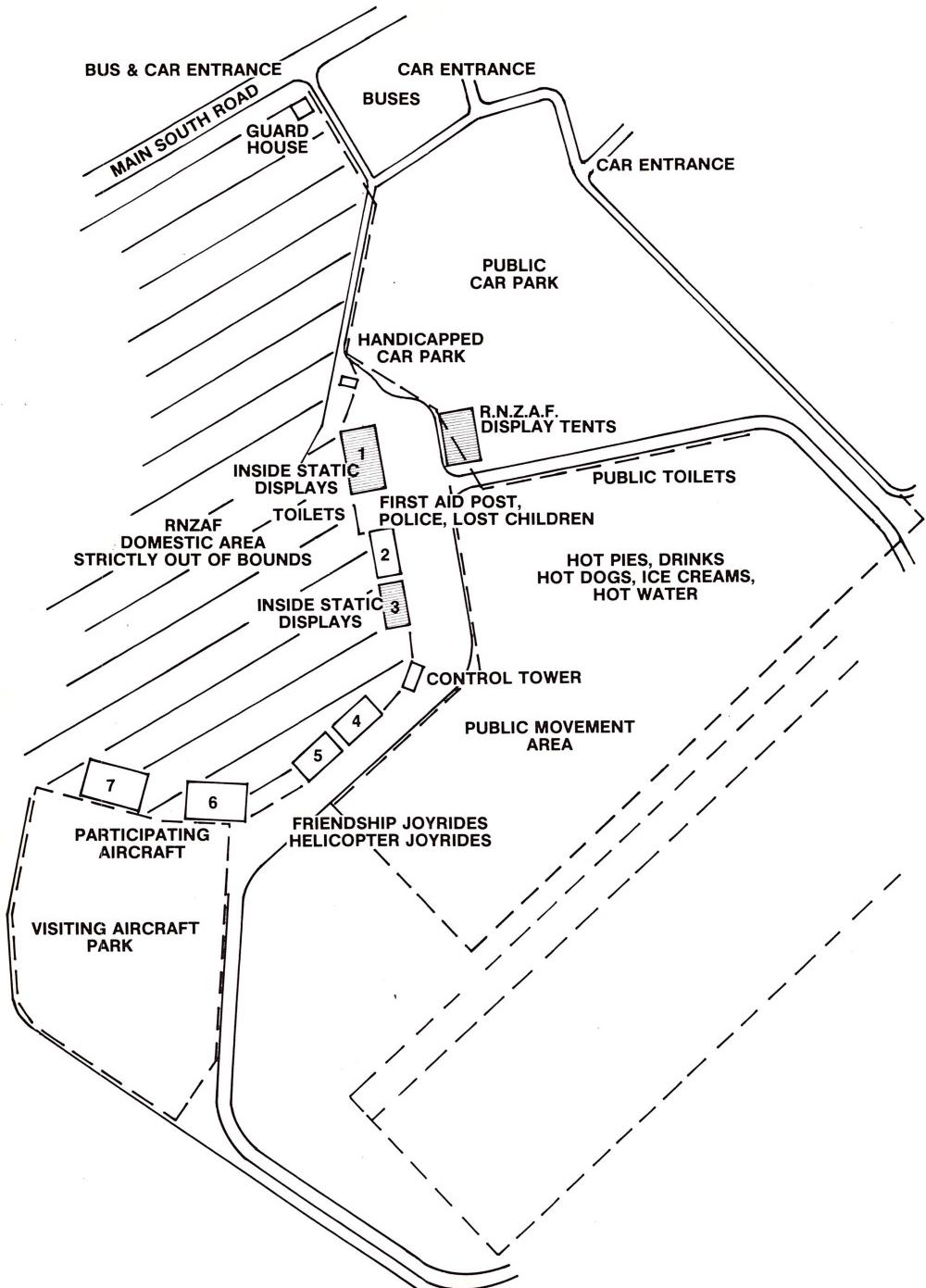
Today, the company is Grocers United Stores Limited, parent company to 101 I.G.A. Premier Foodstores and 27 mighty Super Value supermarkets.

In many ways, the developments since those first 15 stores combined seem similar to comparing Kingsford Smith's Southern Cross with today's modern jetliner.

## G.U.S. Ltd

I.G.A. Premier Foodstores  
Super Value Supermarkets





**WARNING — SMOKING IN VICINITY OF  
AIRCRAFT IS PROHIBITED.**

# SIR CHARLES KINGSFORD SMITH PROG!

*Due to circumstances, the contents and*

## SATURDAY SEPTEMBER 9 “Family Fun Day”

Arrival of Visiting Aircraft

Fokker Friendship  
Handling Display

Hot Air Balloons

Gliders

Gyrocopters

Model Aircraft

Light Aircraft

Homebuilt Aircraft

Hovercraft

Sky Divers

Helicopters

Ski Planes

“Novelty Flying Demonstrations”

2.00pm — Height Guessing Competition

Agricultural Aircraft Handling Display

Aerobatic Demonstrations

Hang Gliders

Canterbury Aero Club Fly Past

4.10 p.m. — Boeing Handling Display

4.30 p.m. — Mr. and Mrs. Litchfield arrival  
in D.C. 10 Flyover

Helicopter Demonstrations

Static and Field Displays

Pitts Special Aerobatic Display

Vintage Cars and Motorcycles

Vintage Aircraft

## PROGRAMME COMMENCEMENT

*Regular joyrides throughout both days by 1  
10.40 a.m., 11.20 a.m., 1.00 p.m.*

# **50th ANNIVERSARY AIR PAGEANT**

## **AMME**

*Order of this programme may be changed.*

**SUNDAY SEPTEMBER 10  
Official Day**

Helicopter Demonstrations

Fokker Friendship Handling Display

Aerobatic Displays; Sky Divers

Gliding Hot Air Balloons

Otago Aero Club Formation Flying Demonstration

Vintage Aircraft Hovercraft

Pitts Aerobatic Demo.

Manned Kite Flying and Parasails, U.S. Air Force

Agricultural Flying Display Ski Planes

Argosy Demonstration Homebuilt Aircraft

12.15 p.m. — Arrival of Sir Keith Holyoake  
in an RNZAF Andover

1.00 p.m. Official Address by His Excellency  
the Governor General, Sir Keith Holyoake

1.15 p.m. RNZAF Strikemaster Display

2.00pm — Height Guessing Competition

DSIR Antarctic Division

3.30 p.m. Re-enactment of Landing of Southern Cross  
in Drover Aircraft carrying Mr. & Mrs. Litchfield  
and mail

Presentation of Commemorative Plaque by organising committee

Vintage Aircraft Vintage Cars and Motorcycles

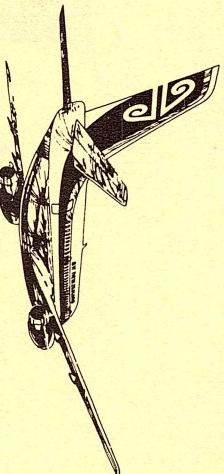
Departure of visiting aircraft

**ES AT 10 A.M. EACH DAY.**

Helicopters and Air New Zealand Friendships  
, 1.40 p.m., 2.20 p.m., 3.00 p.m.

# THE AIR NEW ZEALAND

# "FRIENDSHIP HEIGHT-GUESSING COMPETITION"



MY ESTIMATED HEIGHT OF THE AIR NEW ZEALAND FRIENDSHIP

Win an Air New Zealand DC10 flight for two to the ANTARCTIC

IS ..... FEET

## IT COSTS NOTHING!

All you have to do is to guess the height at which Air New Zealand's Fokker Friendship will fly over the Wigram airfield, fill in the details and detach this form from this programme.

**The Friendship height-guessing aircraft will fly over the airfield at about 2.00pm on Saturday, September 9th, and at about 2.00pm on Sunday, September 10th.**

*Listen for the public announcements concerning this competition.*

On both days the Friendship will fly over at the same height and only the two pilots will know that height. Enter either on Saturday or Sunday.

**Entries will close at 3.15pm on Sunday, September 10th, and the results will be announced over the public address system as soon as possible thereafter.**

The first correct entry opened will win and in the event of no correct entry being received, then the closest entry to the exact height will win.

The judges decision is final and no communication will be entered into.

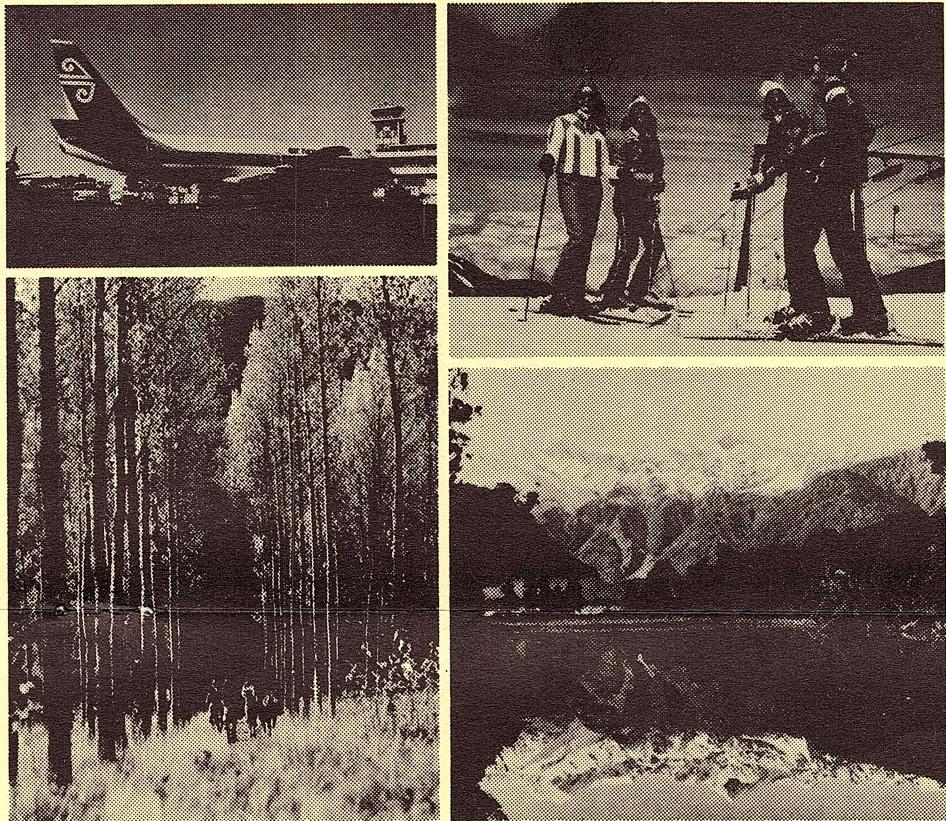
Enter all details opposite in clear printing and place your completed entry form in the barrel, in the Air New Zealand display, in Hangar Number ONE.

## PRIZES

**First:** Air Travel for two on the Air New Zealand Antarctic Flight in November, 1978. Includes travel for two from Christchurch to Auckland and one night's first class accommodation with Dinner, Bed and Breakfast, then the DC10 flight from Auckland to Antarctic and back to Christchurch on the DC10. Value \$800.00.

**Second:** Travel for two from Christchurch to any point on the Air New Zealand domestic network and return to Christchurch. Value up to \$283.00.

**air new zealand**



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When holidaying in New Zealand, save valuable time by flying Air New Zealand. Your Airline serves 24 New Zealand cities, towns and tourist resorts with over 200 flights daily. On main routes we fly fast, comfortable Boeing 737 twin-jets, with jet-prop Friendships on the shorter provincial routes. By flying

Air New Zealand you save travelling time — get to do more sightseeing. And there are so many different and beautiful tourist spots in New Zealand. Thermal wonders, tranquil lakes, breathtaking mountains, rich natural bush and unspoilt beaches. See more of your country — fly Air New Zealand.

 **air NEW ZEALAND**

12737

# **STATIC DISPLAY GUIDE**

## **No. 1 Hangar**

Air New Zealand

Aviation Historical Society of New Zealand

Royal New Zealand Air Force

M.O.T. Calibration Flight

## **No. 3 Hangar**

Pan American Airways

New Zealand Aerospace Industries Limited

Airwork (N.Z.) Limited

Naval Support Force, Antarctica Delta Detachment

Christchurch Model Aero Club

Space Display Section

Christchurch Radio Flyers Inc.

Aviation Industry Training Board

National Centre for Atmospheric Research

Amateur Aircraft Constructors Association

Airship Revival Society

Antarctic Division D.S.I.R.

Christchurch Military Modellers Club

Canterbury Skydiving Club

Christchurch Hang Gliders

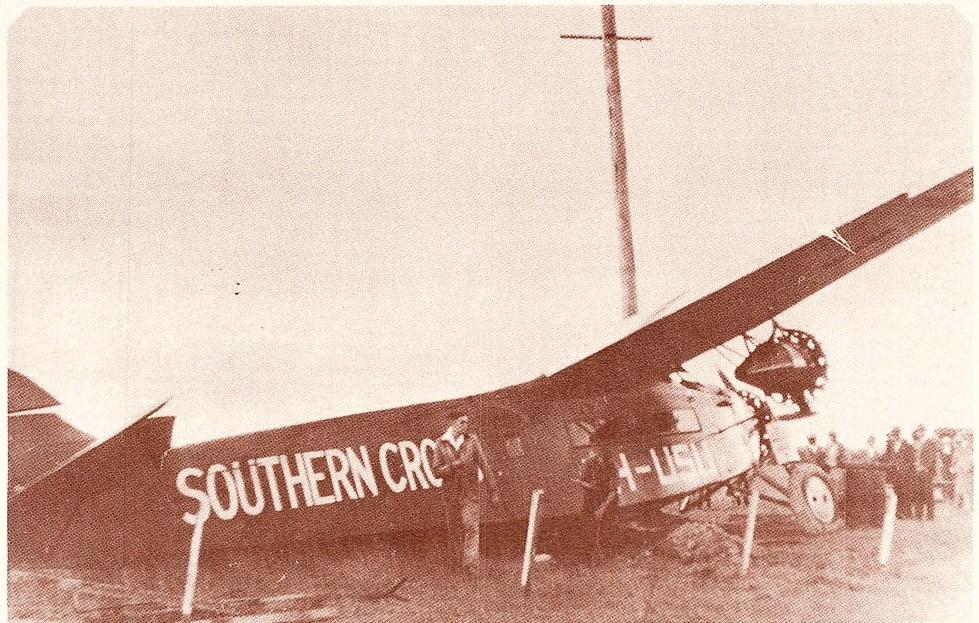
Wings Magazine

Souvenir Record Book Sales

Goodyear Tyre Company

**WARNING — SMOKING IN VICINITY OF  
AIRCRAFT IS PROHIBITED.**





Accident at Milson, near Palmerston North, when the ground gave way under the port wheel.

## THE 1933 VISIT

Although the thought first and foremost in Smithy's mind in the early 1930s was to inaugurate a regular trans-Tasman service, he had found in 1932 that using the Southern Cross for joyriding in Australia was so remunerative that he decided to fly to New Zealand and to carry out joyriding there.

The Southern Cross made a good flight over the Tasman Sea on 11th January, 1933, taking 14 hours, 10 minutes arriving at Bell Block, New Plymouth at 7 p.m. The aircraft, now registered VH-USU and with its name painted in white larger than in 1928, on the sides of the blue fuselage had left Gerringong Beach, some 60 miles south of Sydney at 2.50 a.m. and for the last few miles of the flight, it was escorted by five Gipsy Moths. On board VH-USU in addition to Smithy, were Captain P.G. Taylor, the navigator, John Stannage, radio operator, and two passengers.

At New Plymouth the long range tanks

and associated pumping gear were removed and passenger seats were installed.

A detailed itinerary was published in the local newspapers at the time of the Southern Cross arrival. It showed that the aircraft was due to visit 24 different places, nine of which were in the South Island and the remainder in the North Island. At this time many towns did not have an aerodrome of their own, and it would have been somewhat risky to land the Southern Cross on an untested paddock.

The itinerary is shown below:

New Plymouth	13th to 17th January
Rotorua	17th January
Gisborne	18th—20th January
Hastings	20th January
Napier	22nd January
Wanganui	23rd to 25th January
Tauranga	25th January
Waihi	26th, 27th January
Auckland	27th January to 1st February
Whangarei	1st February
Hamilton	2nd to 6th February
Palmerston North	6th February

Smithy's elder brother, Wilfrid Kingsford Smith, acted as advance agent in 1933 and did a lot of work behind the scenes.

Aircraft used as tenders for the 1933 flight were the Wellington Aero Club's Waco QDC ZK-ACV piloted by George Bolt, and Rotorua Airways Puss Moth ZK-ABG and Spartan ZK-ABN named "Southern Cross Kitten". These light aircraft went ahead of the Southern Cross with members of the ground staff.

Perfect weather was experienced for the duration of the visit of the Southern Cross to New Zealand, with the exception of 17th January. The aircraft was involved in a serious mishap on the ground at Palmerston North, on 6th February, 1933. A section of filled-in land on the airfield extension gave way while the aircraft was taxiing over it and damage to the wing made it necessary to remove the whole 72 feet of it so that the tip could be rebuilt.

The Southern Cross had its first test flight from Milson on 23rd February after repairs to the wing had been completed.

The amended itinerary is shown below:

Ashburton	2nd to 4th March
Christchurch	4th to 7th March
Timaru	7th, 8th March
Oamaru	9th March
Cromwell	10th March
Invercargill	11th March
Dunedin	12th to 15th March
Oamaru	16th March
Blenheim	17th March
Wellington	20th to 21st March
Dannevirke	21st March
New Plymouth	22nd March

At 2 p.m. on 4th March the Southern Cross landed at Wigram to be welcomed by a large crowd, but not as large as the one which had welcomed it in 1928. Passengers queued up for flights. The usual charge for passenger flights was £1, for a flight which lasted about 12 minutes. Over 200 were carried on Saturday and over 300 on Sunday. One



Mangere 1933.

elderly lady summed up her experience succinctly: "It feels as safe as being in a tram".

The return flight to Australia was postponed until the 26th March, and the Southern Cross returned to New Plymouth where the seats were removed and the additional long range tanks were replaced.

The aircraft arrived at Hukatare, Ninety Mile Beach, Northland, on 24th March and preparations were completed for the flight home.

When the time for take off arrived at 5.30 a.m. on the 26th, on board were Smithy, Pethybridge (co-pilot), Stannage (radio-operator), Taylor (Navigator) and Mackay (passenger). After a run of 1,100 yards the heavily laden machine rose, came round in a wide circle, flew at about 100 feet over the beach and then set off for Sydney which was reached in a time of 13 hours, 9 minutes.

## THE 1934 VISIT

The arrival of the Southern Cross at New Plymouth at 7.32 p.m. on 13th January 1934 marked the last of its Australia-New Zealand flights. Members of the crew on this flight which lasted 15 hours 25 minutes, included Smithy, P.G. Taylor, John Stannage and Tommy Pethybridge, and two passengers.

The itinerary is shown below:

Palmerston North	17th January
Wellington to Kurow	19th January
Oamaru	20th January
Gore	21st January
Mossburn	23rd January
Cromwell	24th January
Ranfurly and to Christchurch	25th January
Rotorua & Taupo	27th January
Opotiki & Whakatane	29th January
Te Aroha	30th January
Te Awamutu	31st January
Auckland	1st February

As can be seen it was intended to fly to many smaller places which had not seen



A general view of the airfield showing the Southern Cross (centre rear) with its accompanying aircraft.



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A GROWING RELATIONSHIP**

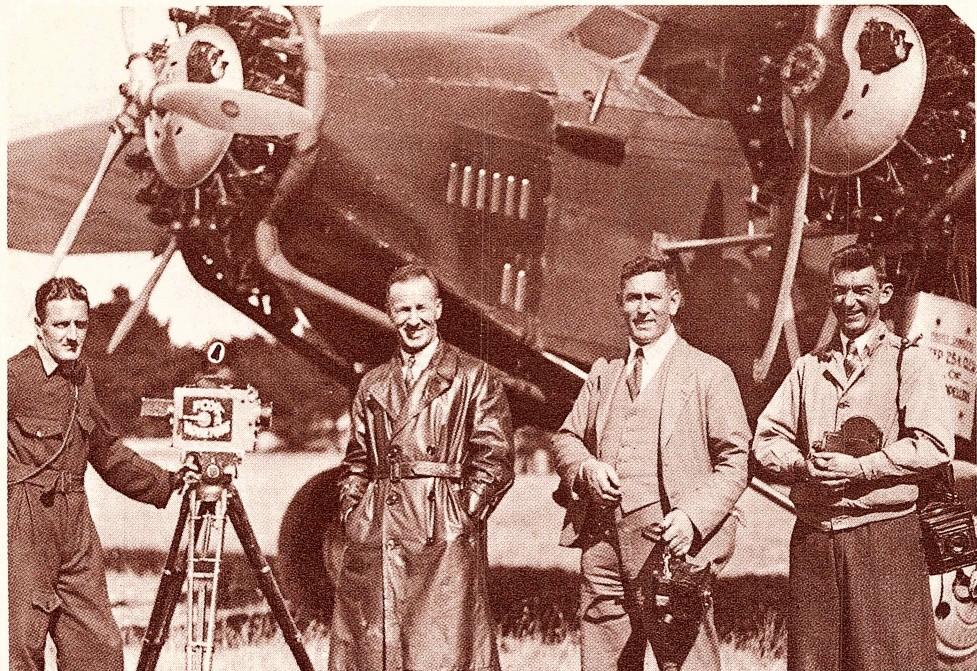
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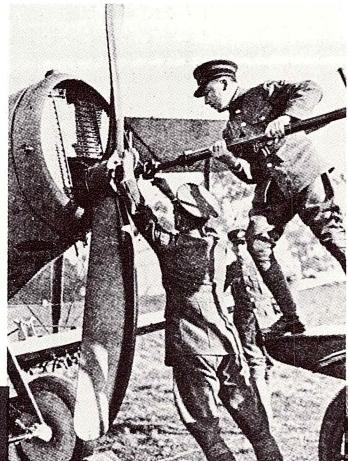
the Southern Cross on its two earlier visits to this country. Once again the Waco QDC ZK-ACV was placed at Smithy's disposal as a tender. Spartan ZK-ABN was also used and the aircraft was further identified by the name "Southern Cross Kitten" in large white letters on the fuselage. Another aircraft used as a tender was Rotorua Airways Puss Moth ZK-ABG. The Southern Cross duly made its rounds of the airfields or paddocks and the usual joy riding flights made and business was apparently good. When the Southern Cross left Wigram for Taupo on Saturday 27th January, the passengers and crew included Smithy, Lady Kingsford Smith, Wilfrid Kingsford Smith and T. Pethybridge.

Smithy returned to Australia in mid-February to test fly the new Codock twin-engined monoplane and intended to introduce this type in New Zealand, but nothing came of the venture. The Southern Cross was stored at Hobsonville, Auckland between 11th February and 10th March.

#### A new itinerary was published.

Ikamatua	14th March
Westport	15th March
Survey flight over the Alps	16th March
Dunedin to Waimate	17th March
Nelson	18th March
Motueka to Christchurch	19th March
Rangiora and Oxford	20th March
Christchurch	21st—22nd March
Martinborough	23rd March
Hastings	24th March
Auckland	25th March
New Plymouth for long-range tanks	26th March
Leave Ninety Mile Beach for Australia	29th March

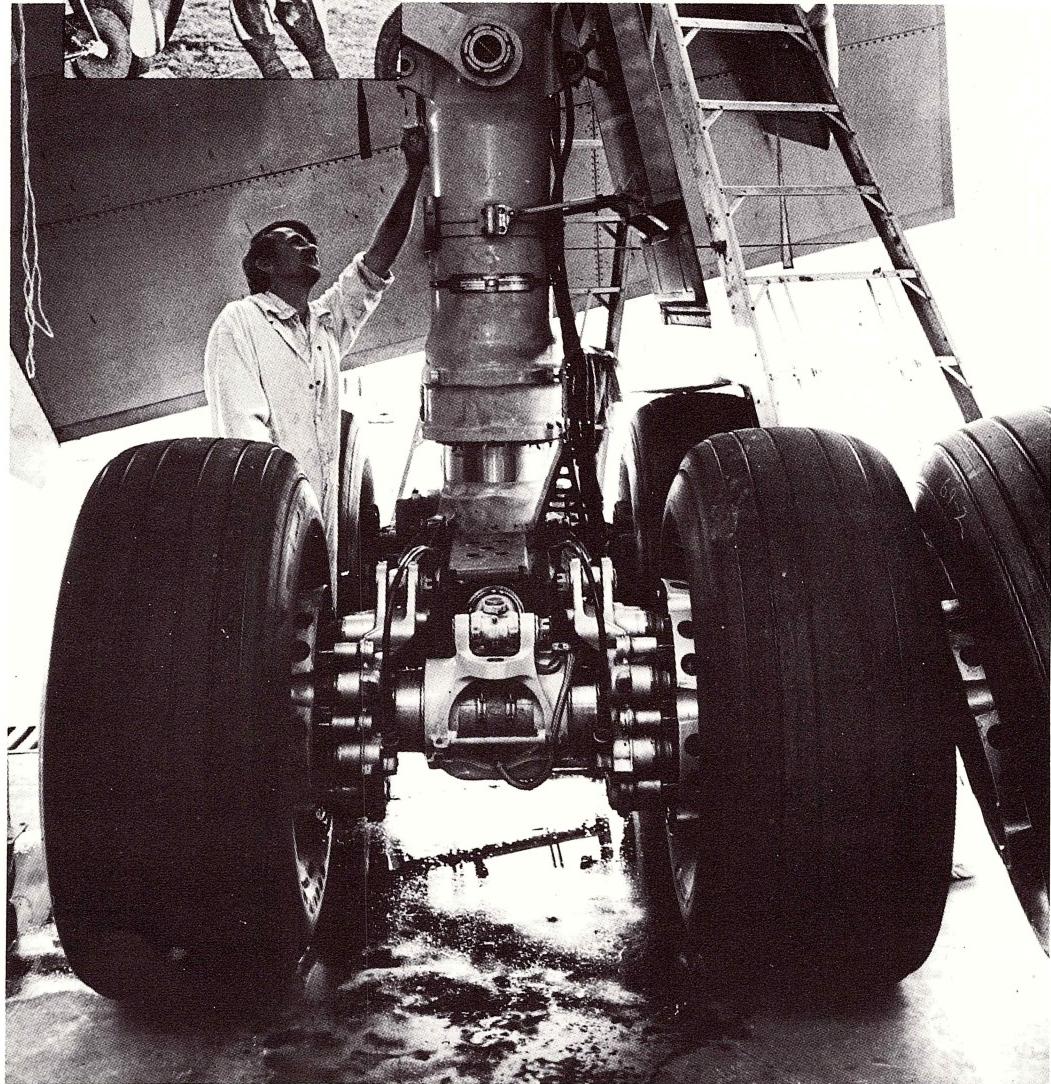
A survey flight over the Southern Alps was duly made on 16th March and some remarkable photographs were taken, both movie (Fox Movietone) and still photographs. This flight was made non-stop from Christchurch to Invercargill via Mt. Cook, the Glaciers, Haast, Milford Sound, Te Anau and Manapouri. Joyriding was carried out at Oxford from 10 a.m. on 20th March from the property of Mr George Cross, and during the same afternoon the



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aircraft moved to Rangiora where Mr J.P. Hayes lent his paddock for a similar purpose.

It had been intended to carry out passenger flying from Wigram at night with the Southern Cross and the aircraft was equipped with a powerful landing light, and special ground flares were prepared for use. However, mist lay at about 200 feet above the ground and the flight would not have been worthwhile. Smithy did however take off in the Southern Cross but the aircraft was lost from sight as soon as it left the ground. Its landing was assisted by the flares and car headlights.

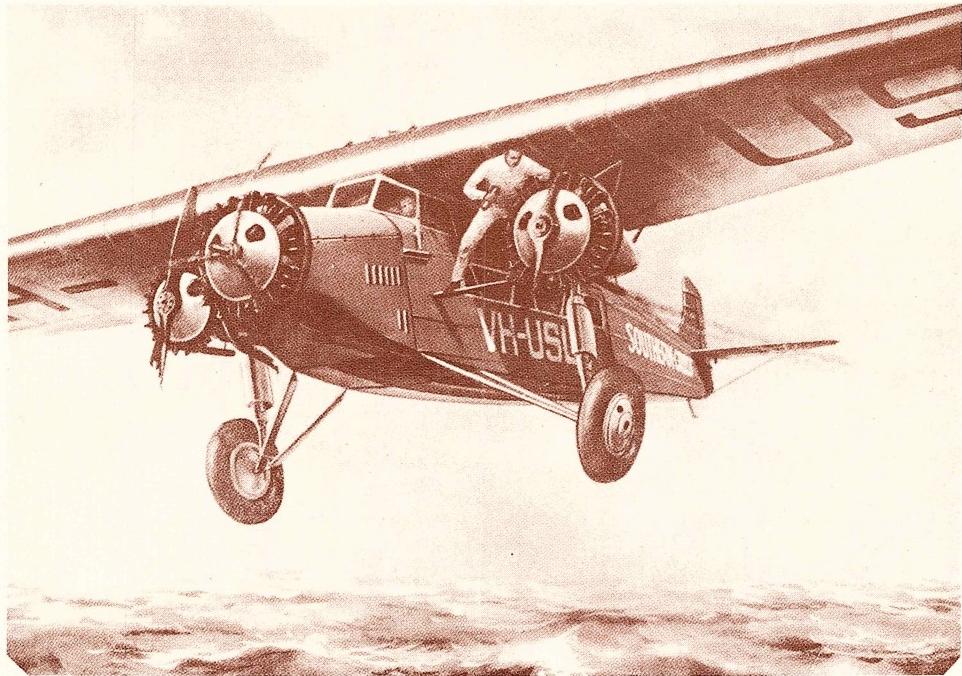
The Southern Cross left New Zealand soil for the last time at 3.50 a.m. N.Z.T on 29th March and arrived at Mascot at 3.15 p.m. New South Wales time. The take off had been made in bright moonlight, and the time airborne was 13 hours 25 minutes. The crew consisted of Smithy, Pethybridge (co-pilot), Taylor (navigator), Stannage (radio operator).

## THE JUBILEE AIR MAIL ATTEMPTED FLIGHT MAY, 1935

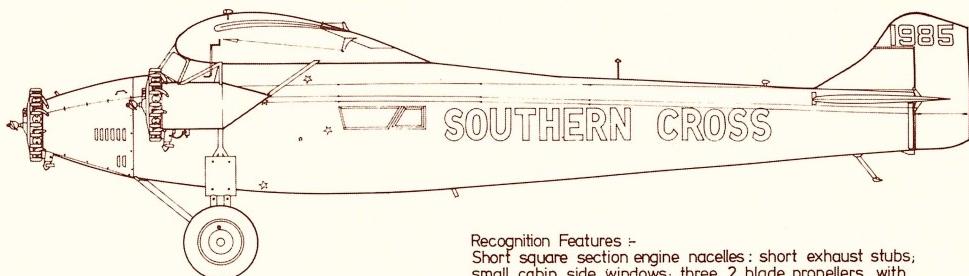
With the Jubilee of King George V being in May 1935, Smithy announced he would make an air mail flight to New Zealand.

On 15th May he departed from Mascot Sydney but 450 miles out from Sydney a piece of exhaust pipe broke loose and sheared a tip off the starboard propellor. Turning back, the strain gradually began to tell on the remaining two engines and only through the gallant efforts of Captain P.G. Taylor, using a thermos flask to transfer oil on six occasions from the 'dead' starboard to near seizing port motor, was the Southern Cross able to land safely at Sydney after being over 16 hours airborne.

*Artist J.D. Carrick depicts the gallantry of Captain Taylor on the abortive flight on May 5th, 1935. This painting appears on the cover of "Fokker — the man and the aircraft", published by Harleyford Publications Ltd.*

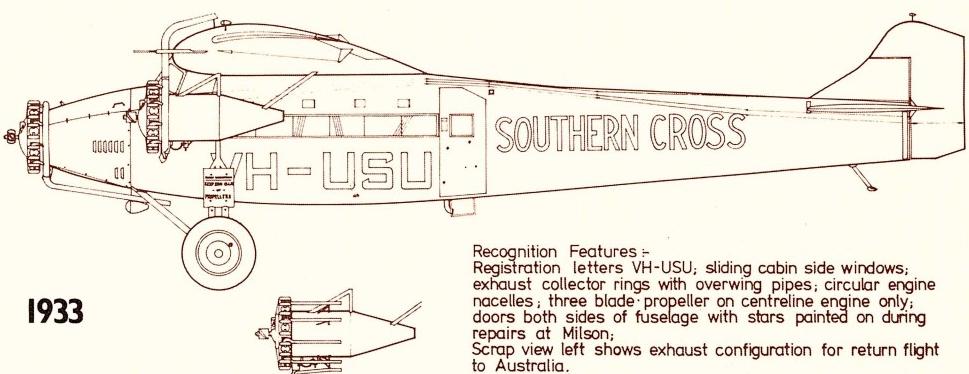


## FOKKER FVIIb-3m



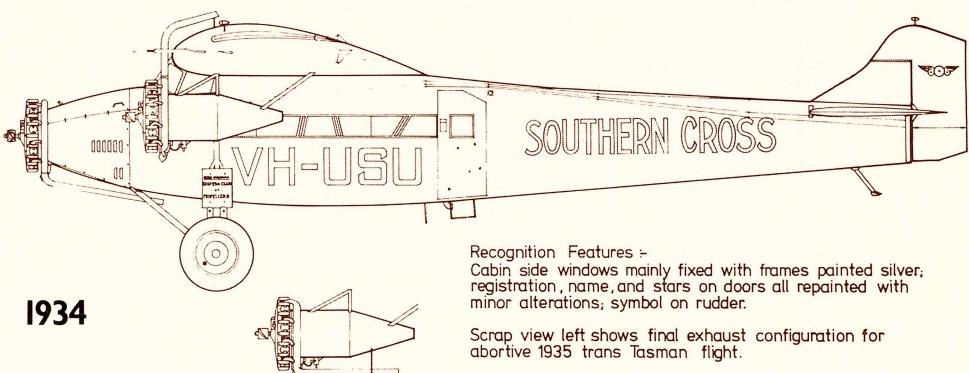
1928

Recognition Features :-  
Short square section engine nacelles; short exhaust stubs;  
small cabin side windows; three 2 blade propellers with  
metal hubs.



1933

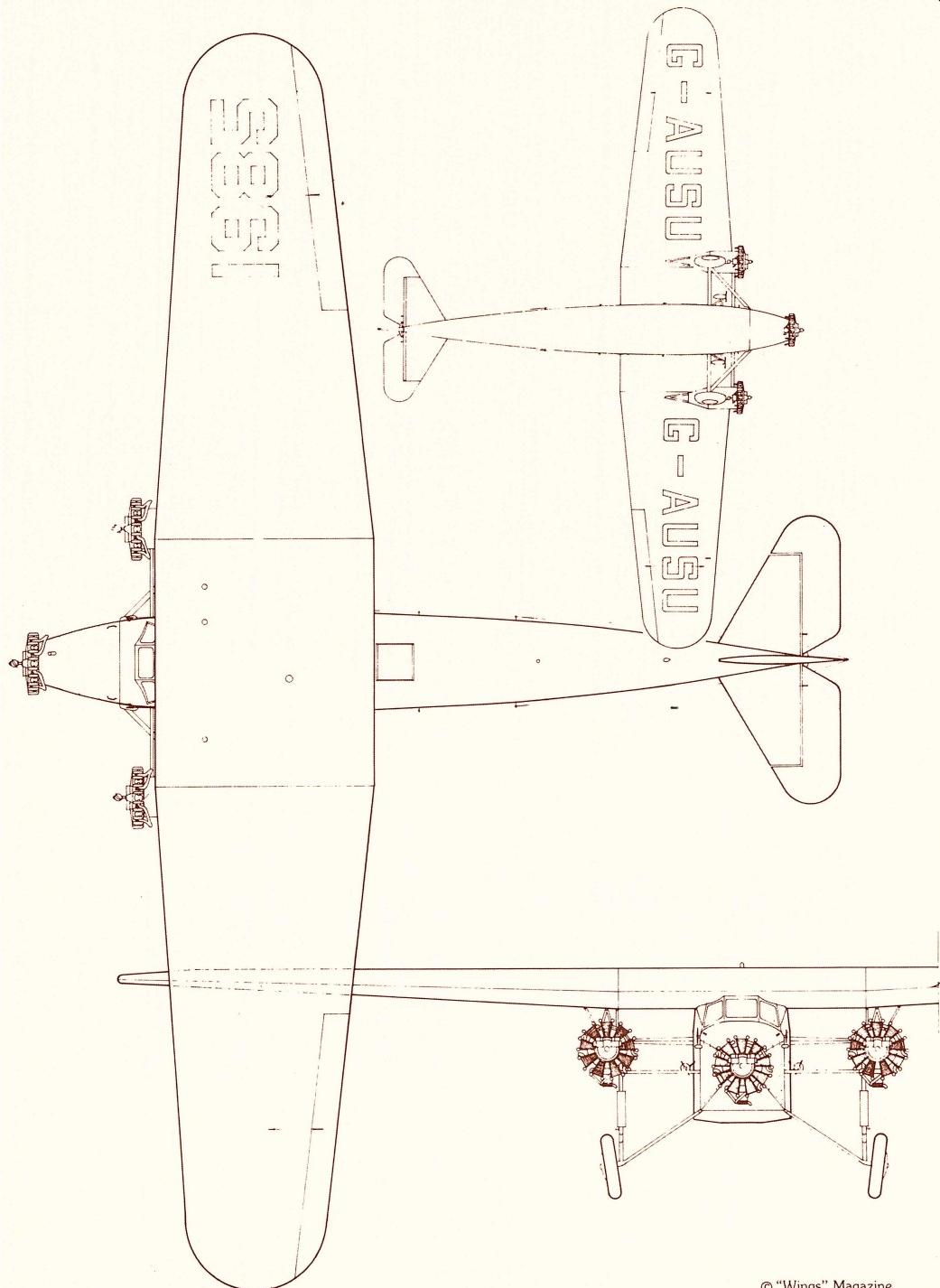
Recognition Features :-  
Registration letters VH-USU; sliding cabin side windows;  
exhaust collector rings with overwing pipes; circular engine  
nacelles; three blade propeller on centreline engine only;  
doors both sides of fuselage with stars painted on during  
repairs at Milson;  
Scrap view left shows exhaust configuration for return flight  
to Australia.



1934

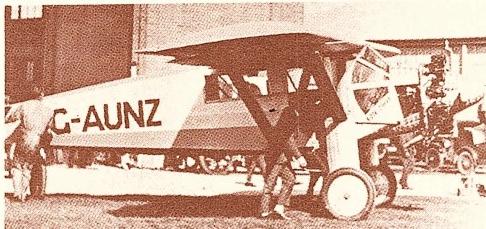
Recognition Features :-  
Cabin side windows mainly fixed with frames painted silver;  
registration, name, and stars on doors all repainted with  
minor alterations; symbol on rudder.

Scrap view left shows final exhaust configuration for  
abortive 1935 trans Tasman flight.



## TRANS-TASMAN PIONEERS — THE FIRST DECADE 1928 - 1938

Between 1928 and 1938 eleven aircraft crossed the often angry stretch of water separating Australia and New Zealand — six single engined aircraft, two light twins, two trimotors, and one four engined flying boat. Each in their own way added further to the accomplishment of the first crossing in 1928 by the Southern Cross flown by Sir Charles Kingsford Smith and Charles Ulm. Three of the aircraft made several crossings during the decade bringing the total trans Tasman flights to 23, all with no significant mishaps except perhaps in touching down in NZ after the long tiring flights. The decade proved that aircraft had come of age as a dependable method of trans oceanic travel as apart from the illfated first attempt in January 1928 by two New Zealanders, Hood and Moncrieff, no lives or aircraft have been lost in the past five decades of Tasman flying — a remarkable statistic when one considers the many thousands of people who have flown the Tasman since the first three score made it across in that first decade.

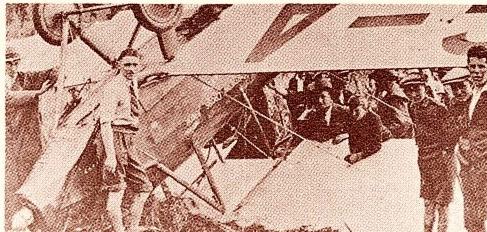


**RYAN BROUHAM B.1 G-AUNZ 'Aotearoa'**  
Two N.Z. Air Force Reserve officers, Captain George Hood and Lt. John 'Scotty' Moncrieff, set out from Richmond airfield, Sydney, early on the morning of January 10 1928. Their intended landfall was the lower North Island but following a last radio transmission at 5.22 am nothing more was heard from the fliers.



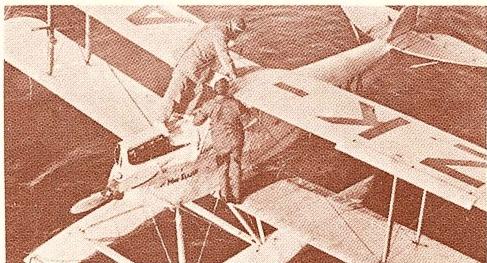
**FOKKER FVIIb-3m c/n 4954, 1985, G—AUSU, VH—USU. 'Southern Cross'**

Undoubtedly one of the most famous aircraft of all time the Fokker with Sir Charles Kingsford Smith, Charles Ulm; Harry Litchfield and T. McWilliam on the first successful crossing 10/11 September 1928. The return flight as well as being the first east-west flight still stands as the longest flight time of 22 hours 58 minutes, Blenheim to Sydney.



**AVRO 616 AVIAN IVA c/n467 G—ABC, 'Southern Cross Junior'**

Guy Menzies became the fifth person to cross the Tasman by air, and the first solo crossing when he made landfall over Westland on 7th January 1931 after 12 hours 12 minutes airborne from Sydney. Touching down on what he initially thought to be a flat paddock, the aircraft came to rest upside down in a Hari Hari swamp.



**de HAVILLAND DH.60 MOTH. c/n1093 G—AAKK, ZK—AKK. 'The Madame Elijah'**

Francis Chichester's flight from Northland on March 28, 1931 is probably the greatest trans-Tasman navigational feat of all. He used "dead reckoning" to cover 440 miles of sea to Norfolk Island and a further 486 to Lord Howe Island where the plane sank at its moorings.

Chichester stripped and reconditioned the Moth before flying on to Australia some 2 months after leaving N.Z.



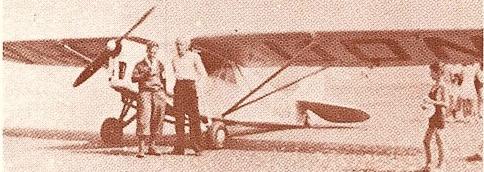
**AVRO 618 TEN c/n231 VH—UMI, VH—UXX. 'Faith in Australia'**

A licence built Fokker VIIb—3m, the British built Avro Ten was flown across the Tasman by Charles Ulm and G.U. 'Scotty' Allen on 3rd December 1933 from Sydney to New Plymouth in 14 hours 27 minutes. Of particular historic significance was the carrying of the first women to cross the Tasman by air — Mrs Ulm and K. Rogers. 3 return flights were made by Ulm 1933-34 in VH-UXX.



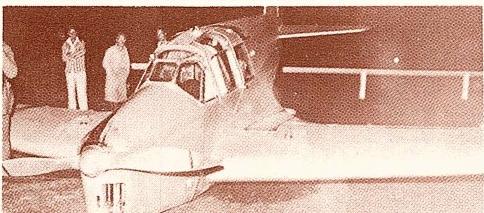
**de HAVILLAND DH.89 DRAGON RAPIDE**  
c/n6259 ZK-ACO 'TAINUI'

On November 14 1934 the first all New Zealand crew flew the Tasman between Richmond and Palmerston North Sqn.Ldr J. D. Hewitt and Flying Officer C. Kay with Frank Stewart as Radio Operator made landfall over Westport in their Rapide and flew north in an attempt to reach Mangere before nightfall. Dusk caught up with the aircraft and it touched down at Palmerston North after 12 hours and 9 minutes flying.



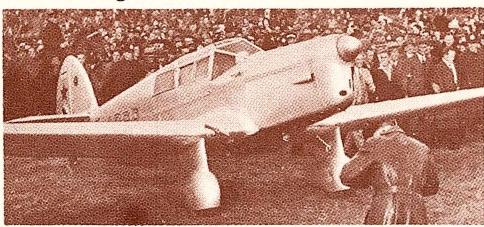
**de HAVILLAND DH.80A PUSS MOTH** c/n2001  
G-AATC, VH-UON. 'Faith in New Zealand'.

New Zealander Ray Whitehead and Australian Rex Nicoll crossed the Tasman on November 22 1934 from Gerringong to Doubtless Bay in Northland in 14 hours 40 minutes.



**BRITISH-KLEMM Bk. 1 EAGLE 1.**  
c/n106 UH-USP (then ZK-AEA).

The first New Zealander to fly solo across the Tasman from west to east, W. E. 'Pat' O'Hara landed at Mangere at night after a 12 hour 47 minute flight from Richmond on October 18 1935.



**PERCIVAL GULL SIX** c/n D55 G—ADPR  
Jean Batten a New Zealander with a well

established reputation as a long distance flier touched down at Mangere after a 10 hour 30 minute flight from Richmond on October 16 1936 — and thus became the first woman to fly the Tasman.



**PERCIVAL GULL FOUR** c/n D45 G—ACUL.  
(then ZK-AES).

New Zealander Ernle Clark crossed the Tasman on November 15 1936, on the last leg of a UK-NZ flight. He touched down at Blenheim after 12 hours 30 minutes.



**SHORT S.23 EMPIRE FLYING BOAT** c/n S811.  
G—ADUT. 'Centaurus'.

The arrival of the big four engined 'Centaurus', captained by New Zealander J. W. Burgess, on Auckland harbour on 27 December 1937 after a 9 hour 15 minute flight from Sydney demonstrated the practicability of a regular trans Tasman service. The first scheduled flight in April 1940 was by a TEAL short S.30 Flying Boat ZK—AMC.



**de HAVILLAND DH.88 COMET** c/n1996  
G—ACSS. 'Australia Anniversary'

Flying Officer Arthur Clouston, a New Zealander with the RAF, made an overnight visit as part of a record breaking UK-NZ-UK flight (10 days 20 hours) in March 1938. Crossing the Tasman on March 20 with Victor Ricketts as passenger the fast light twin (6 hours 58 minutes) touched down at Blenheim, overnighted, and was on its way back the next day in 8 hours 20 minutes to Sydney.

## Sir Charles Kingsford Smith His Aircraft and Records

1. A **Bristol type 28** three seater coupe of Western Australian Airways, which was a U.K. converted Bristol F2B Fighter.

This aircraft was the first record breaker for Smithy and Ulm when in June 1927 they flew around Australia (7500 miles) in 10 days and 5 hours.

Registered G-AUDK, C/N 6119.

2. The "Southern Cross" a **Fokker VIIb - 3M** as previously described the "Old Bus" as Smithy nicknamed it was to prove his most successful aircraft.

The first Pacific Ocean crossing was made 31st May to 9th June 1928 from Oakland California to Brisbane Australia, crewed by Smithy, Ulm, Lyon and Warner and flying 7,389 miles in 83 hours 38 minutes. The Trans Tasman crew of Smithy, Ulm, Litchfield and McWilliam then made the first Australia non-stop crossing 8th to 9th August 1928 prior to the Tasman crossings. This crew also flew the Australia—England flight between 27th June and 8th July 1929. An Atlantic crossing on 24th June 1930 with Van Dyke Stannage and Saul was followed by a trans-America crossing 2nd to 4th July 1930 completing circumnavigation of the world. The "Southern Cross" was then shipped to Australia, reflew the Tasman and eventually was sold to the Australian Government in 1935. It is currently preserved at Eagle Farm, Brisbane.

Registered 1985 (Pacific Flight) also G - AUSU (1928), VH-USU (1929 onwards) C/N 4954.

3. The "Southern Cross Junior" an **Avro type IVA Avion** specially constructed for Smithy as a single seater long range aircraft with a wing span of 30 feet. Powered by a Gipsy 11 engine this aircraft lowered the solo England to Australia record to 9 days 21 hours on 9th to 19th of October 1930. The same aircraft piloted by Guy Menzies then flew the Tasman in 1931.

Registered G - ABCF, C/N 467.

4. The "Southern Cross Minor" another **Avro Avian V**, this being a standard type, 28 foot wing span but converted to a single seater. Used for a solo record attempt Australia to England on 24th September to 7th October 1931, the aircraft crashed in Turkey. After repairs it was sold in England and crashed in the Sahara in 1933 but was not found until 1962.

Registered VH - UQG, C/N 523.

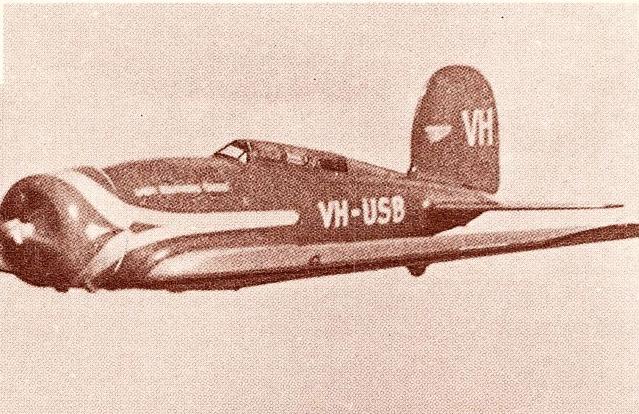
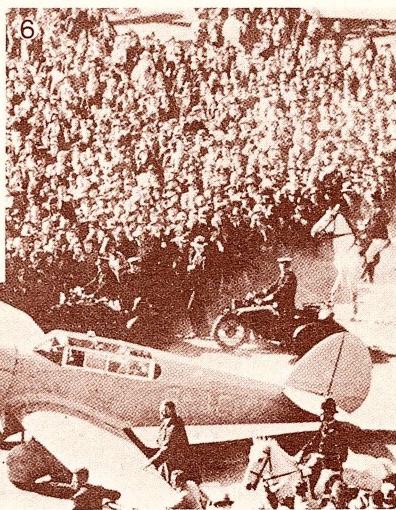
5. The "Southern Sun" an **Avro Ten type 618** and one of five Avro Tens of Australian National Airways (1928—1932) which was founded by Smithy and Ulm. This aircraft left Australia on the first airmail flight to England on December 3rd, 1931 but was damaged in Malaya. Another Avro Ten, the "Southern Star", took over and completed the journey by December 16th. A return England to Australia airmail flight was made 7th to 19th January 1932 and it was this service Smithy dearly longed to gain a licence for. Registered VH-UNA.

6. "Miss Southern Cross" A **Percival Gull Four**, powered by a 130 H.P. Gipsy Major engine. With a cruising speed of 120mph and a fuel range of 16 hours, the aircraft lowered the England to Australia solo record to 7 days 4 hours 44 minutes between the 4th and 10th of December 1933. Registered G - ACJV (later VH - CKS), C/N 39.

7. "Lady Southern Cross" A **Lockhead Model 8 D Altair** powered by a 550 H.P. Pratt and Whitney Wasp SIDI. With a range of nearly 3,500 miles this aircraft flown by Smithy and Taylor made the first Australia to America Pacific ocean crossing on 20th October to 3rd November 1934. It was while attempting the England to Australia record that Smithy and co-pilot Tommy Pethybridge crashed in the Bay of Bengal on November the 8th 1935.

Registered VH - USB (tested U.S.A. as X118W) then G - ADUS, C/N 152.







## An Australian National Hero — Sir Charles Kingsford Smith

Charles Kingsford Smith was born in Brisbane February 9th 1897 and moved with his family to Canada for a few years before returning to Australia.

When World War I came, he served as a despatch motorcyclist before enlisting in the Royal Flying Corps. In 1917 he was awarded the Military Cross, when after only two months, as a Flying Officer in No 23 Squadron, he brought down two enemy aircraft, but fell victim shortly afterwards in an engagement that ended his combat career.

In America after the war he flew as a Hollywood stunt pilot and in barnstorming "flying circuses" before returning to Australia in 1921. He worked steadily, intent on purchasing his own aircraft. June 1927 saw his first achievement — the around Australia flight — a forerunner for his planned Pacific flight.

It was the Pacific flight in 1928, its tumultuous welcome and impact on Australia's isolation that made Smithy a national hero overnight, a role that he revelled in.

The 34½ hour flight from Honolulu to Suva and the stormy crossing to

Brisbane fired peoples imagination. It highlighted the aircraft's endurance and the crew's ability to survive and set new world standards for sustained concentrated flying. This placed him on a pedestal amongst the elite aviators.

The trans-Tasman crossing 1928 would appear easy in comparison but the storms encountered were the worst he had experienced. How fitting that his most famous aircraft the "Southern Cross" should land at Wigram September 1928 to help sever New Zealand's isolation, and this aircraft should continue with Smithy to set other records in the trail blazing flights.

Further aviation records followed with the purchase of the Lockheed Altair "Lady Southern Cross" and it was in this aircraft that he and co-pilot Tommy Pethybridge disappeared while flying from India to Singapore on November 8th 1935.

Known affectionately as 'Smithy', Sir Charles Kingsford Smith achieved in his 20 years aviation career what others tried for and failed. Best known for his epic pathfinding flights, he was a born adventurer at heart and relished in the challenges aviation then offered; challenges that by today's standards appear simple if technological progress is ignored.

In the 7 years since his first record he had proved by ability, determination and careful planning that aviation was a reality not a myth.

## Charles Ulm

Best known to New Zealanders for his trans Tasman flights Ulm was born in Australia in 1898.

Ulm was tragically killed in a trans-ocean flight on December 4th 1934 when his Airspeed Envoy "Star of Australia" ran out of fuel off Hawaii.

Paparua County Jacee Inc. wishes to thank the following who have assisted in the organising of this Air Pageant and this Souvenir Booklet. Air New Zealand, Aviation Historical Society of New Zealand, Amateur Aircraft Constructors Assn., Wings Magazine, Royal New Zealand Air Force. Sincere thanks also to all participants, exhibitors and advertisers.

# The Air Force Ground Team...

## They're all important to the men who fly.



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**Airman Cadet applicants** — must be single young men aged 16 or 17 years in January/February 1979 and have completed or be completing at least 3 years secondary education. (Engineering applicants should have full mathematics and preferably a physical science.)

**New Zealand Certificate in Engineering Trainees:** Receive their initial training at R.N.Z.A.F. Woodbourne. There over a period of 4 years they receive specialist and advanced R.N.Z.A.F. technical training while completing the NZCE course by



correspondence and full-time study at the Central Institute of Technology. These are the careers available to R.N.Z.A.F. Certificate in Engineering trainees: Aircraft Mechanical Engineering (Aero option); Avionics Engineering (Telecommunications option).

### New Zealand Certificate in Engineering

Engineering applicants must be single young men aged 17 or 18 years in January 1979 with University Entrance passes (or Sixth Form Certificates of grade 4 or better) in mathematics and physics.

(Sixth formers may apply, but 1979 entry would then depend on academic results of November 1978 examinations.)

Remember, an enquiry places you under no obligation. Applications close 30 September 1978 for January 1979 entry.

**Adult Entrant:** If you are 17½ — but under 30 — then the R.N.Z.A.F. can offer you training in all the above careers and others as an Adult Entrant.

Entries are throughout the year but some trades have limited vacancies only.

For further information contact: R.N.Z.A.F. Recruiting Officer, Armed Forces Recruiting Centre, King Edward Barracks, 67 Cashel Street, Christchurch. Phone 794-800



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Now take efficiency. The F 27 Maritime flies more economically than its competitors in the maritime role. On less fuel – a direct result of clean surfaces, superb aerodynamics. Yet it can skim the waves at speeds down to 100 knots. And on extended offshore patrol it flies eleven hours nonstop. Around 2300 nautical miles. Speed and endurance which make it better suited to the task than any other naval equipment.

But most important – the F 27 Maritime is available now. A test bed has been flying since early 1976. Fully equipped. With Litton high performance search radar and INS. Collins avionics and in-

struments. All proved and checked for optimum performance and integration. And there's plenty of room for anything else needed in the cabin. For any maritime role. Room to move in and out fast. Quick change made easy.

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